

## Message Text

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ACTION EB-07

INFO OCT-01 NEA-10 ISO-00 CIAE-00 DODE-00 PM-04 H-02

INR-07 L-03 NSAE-00 NSC-05 PA-01 PRS-01 SP-02 SS-15

USIA-06 CAB-02 COME-00 DOTE-00 FAA-00 /066 W

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R 111330Z SEP 75

FM AMEMBASSY BEIRUT

TO SECSTATE WASHDC 6168

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E.O.11652: N/A

TAGS: EAIR, LE

SUBJECT: U.S. LEBANON CIVIL NEGOTIATIONS

REF: BEIRUT 11302

1. TALKS RECESSED SEPTEMBER 11 WITH AGREEMENT TO HOLD ANOTHER ROUND AFTER FIRST OF YEAR. LEBDEL ACCEPTED IN PRINCIPLE, U.S. CONCEPT THAT THERE SHOULD BE SOME CORRECTIVE MECHANISM IN AGREEMENT IN EVENT LEBANON ACHIEVED AN EXCESSIVE IMBALANCE OF BENEFITS IN ITS FAVOR AS RESULT ITS ROUTE POTENTIAL, PARTICULARLY FROM SIXTH FREEDOM TRAFFIC. HOWEVER, USDEL SAID IT COULD NOT ADVANCE A SPECIFIC PROPOSAL DURING THIS ROUND. POSITIONS WITH REGARD CONTINUATION TMA'S PACIFIC RIGHTS WERE DIAMETRICALLY OPPOSED. USDEL SAID U.S. COULD NOT ACCEPT CONTINUATION THESE RIGHTS WHILE LEBDEL SAID CONTINUATION WAS NON-NEGOTIABLE ISSUE FOR LEBANON. IF OFFERED ACCEPT CAPACITY RESTRICTION ON TMA'S PACIFIC SERVICES BUT USDEL SAID THIS WOULD NOT BE ACCEPTABLE SOLUTION LEBDEL WHILE NOT REJECTING U.S. OFFER SAID THAT TRANSATLANTIC CARGO RIGHTS. WHILE SPECIFIC INTERMEDIATES WERE NOT DISCUSSED, LEBDEL ACCEPTED THAT ITS TRANSATLANTIC ROUTE (FOR BOTH PASSENGERS AND CARGO) WOULD BE TO NEW YORK.

2. WE INFORMED LEBDEL THAT PANAM INTENDED IN NEAR FUTURE TO CHANGE ITS SCHEDULE PATTERN TO INCLUDE NOSTOP DAILY 747 SERVICE

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BETWEEN LONDON AND BEIRUT. WE DID NOT REVEAL ACTUAL TIMING (

NEXT SPRING) OR DETAILS OTHER THAN WITH REGARD LONODN NEW YORK  
LEBDEL SAID IT UNDERSTOOD AND ACCEPTED REASONS FOR PANAM  
IMPROVING ITS BEIRUT SERVICES, BUT WAS OBLIGED PROTECT MEA  
ON LONDON-BEIRUT SEGMENT WHICH ACCOUNTED FOR 25 PER CENT REVENUE.  
THERE FORE LEBANON WOULD OPPOSED PANAM'S PLAM BECAUSE IT FELT THERE  
WOULD BE UNDUE EFFECT ON MEA. HOWEVER, IT COULD KIVE WITH A  
PANAM DAILY ONE STOP LONDON BEIRUT SERVICE OR WITH A LESS THAN  
DAILY NOSTOP. WE DID NOT INTEND TO APPEAR TO BE BARGAINING AND  
THEREFORE ENDED BY ASSERTING PANAM HAD THE RIGHT TO MAKE THE  
SCEDULE CHANGE.

3. USDEL ALSO ASSERTED U.S. MIGHT TO CARRY TRAFFIC BETWEEN BEIRUT  
AND ARAB COUNTRIES. LEBDEL SAID IT PREPARED BEIRUT AND ARAB COUNTRIES  
LEBDEL SAID IT PREPARED DISCUSS THIS (IMPLYING SUCH RIGHTS  
NEOTIABLE) BUT WE SAID ISSUE SHOULD BE PUT ASIDE FOR MOMENT  
SINCE PANAM HAD NO SPECIFIC PLAN IN MIND AT THIS TIME.

4. USDEL COMMENT: DESPITE MEA'S STATEMENT IT WOULD (OR MIGHT)  
BEGIN U,S. SERVICE IN 1977, WE DOUBT THIS LIKELY. IF MEA HAD  
NOT MADE SUCH STATEMNET. ITS CASEE FOR U.S. RIGHTS FOR ITSELF  
WOULD NOT BE CREDIBLE AND IT WOULD NOT BE ABLE TO HOLD BECK  
TMA'S CLAIM FOR ROUTE RIGHTS. IT APPEARS TO US. THEREFORE THAT  
TWO REAL ISUED ARE TMA'S INSISTENCE ON COMTINUATION (HOPEGULLY  
EXPANSION) ITS PACIFIC RIGHTS AND MEA'S INSISTENCE ON PROTECTING  
ITS LONDON BEIRUT SERVICES. WHILE WE MUST NE CONCERNED OVER  
POTENTIAL FOR AN EXCESSIVLY IMBALNCED AGREEMENT SHOULD MEA  
SERVI U.S. THIS IS NOT THE SHORT TERM PROBLEM AND IN ANY EVENT  
IT APPEARS TO BE RESOLVABLE.  
GODLEY

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## Message Attributes

**Automatic Decaptioning:** X  
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**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
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**Draft Date:** 11 SEP 1975  
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**Disposition Approved on Date:**  
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**Disposition Comment:** 25 YEAR REVIEW  
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**Handling Restrictions:** n/a  
**Image Path:**  
**ISecure:** 1  
**Legacy Key:** link1975/newtext/t19750959/aaaacahl.tel  
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**TAGS:** EAIR, LE  
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